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[a1623]

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[a196]

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[a5]



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THE HONGKONG DISPENSARY  
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Hongkong, 19th July, 1909. [29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG, AUGUST 21st 1909.

ATTENTION has of late been called in many directions to the pressing necessity which exists of reform in the matter of Chinese finance. Schemes of general improvement and of representative government have been largely discussed, but the chief factor in any such reforms must of necessity be of a financial nature, and, unfortunately, to deal with this portion of the subject is a task which cannot but tax the ingenuity of even Chinese officials very severely. The chief difficulty is that, from the manner in which financial matters have always been conducted in China, their direction is not under complete central control. A certain portion of the revenue is levied directly by the authority of the Central Government, but a large amount of it is derived from taxes which are completely under the direction of the Provincial officials. This has become so fully recognised as the *modus operandi* that it must be a very difficult matter to bring about any effective change. At the same time, there can be no doubt that both the Central and the Provincial authorities would be the gainers by the finance being placed upon a definite footing and dealt with in its entirety, under central control. If a scheme could be devised which would attain this end, other matters would follow in their natural course. The relations between the Peking Government and the Provinces would be the first thing that would have to be settled—and this would have to be done

upon a very clear and definite footing. If, however, this were accomplished, the way would be opened for other reforms, but until this is done, things are likely to go on for ever in their old unsatisfactory manner. What is required is that the Peking Authorities should take this whole subject in hand—and they might do well to employ some first-rate European financier to assist them in the task. Nothing, however, could be done without the loyal co-operation of the Provincial authorities, and this, unfortunately, it is very difficult to secure, in face of the many time-honoured abuses which exist in regard to all taxation in China. There can be no question that a thorough reform of Chinese finance would entail sacrifices of individual interests—and that much local discontent would be engendered. A vast number of underlings, who get their "picking" out of various forms of taxation at present in vogue, would have to be dispensed with; and, of course, they would have a great deal to say against the changes which put an end to their offices. This, however, is a difficulty which, by reasonable action, in the way of compensation or otherwise, might be dealt with, and it would really not form a serious obstacle if the authorities, both Provincial and Central were determined to introduce the necessary reforms. Unfortunately, very little is known to Europeans as to the details of financial matters in China—and thus a great deal in the way of useful suggestion by well qualified Europeans, which, with their business and mathematical powers, the Chinese could turn to valuable account, is lost to them. Beyond the *skin dues*, which directly affect commerce, Europeans know little of the sources of Chinese revenue or its mode of collection. From time to time they may hear of some particular imposition which causes discontent, but no exact details of how the large revenue which is necessary for governing the country is procured are obtainable; and the most that is known by those best informed on Chinese matters is of a very general and vague description. It is known that the Provincial Authorities are allowed a tolerably free hand as to matters of taxation, provided they send a reasonable amount to Peking; and that a good deal of irregularity and "squeezing" finds its way into the carrying out of this system. On the whole, however, there is no doubt that sufficient revenue is found, and that, too, without (so far as appears) any very great pressure, so that there can be very little question as to the taxable resources of the country, and as to its being able to hold its own, if only the finances are placed upon a sound basis. What is mainly required is that there should be a definite understanding between the Central and the Provincial Authorities as to the proportion of taxation which should be applied for Imperial purposes by the Authorities at Peking and by the Provincial and subordinate officials for local purposes. If the matter were taken in hand by the Peking Authorities with this object in view, there can be little doubt that their experience and knowledge of details would enable them to arrive at a fair adjustment of this point, and this once done a basis would be arrived at upon which the finance of the whole country could be worked upon a footing that would be comparatively simple and, what is of most importance, would be above board and, as far as can be, definite. It is, of course, manifest that the finance of the country is so essentially an internal matter for the management of the Chinese themselves that any scheme of foreign assistance could not be pressed upon the Chinese Government. At the same time, if they themselves desired such aid, there could be no reason why they should not obtain it, and why something might not be done to improve the financial administration generally, possibly in a similar way to what has been so successfully done with regard to the Inspectorate of Customs. At all events, very valuable assistance might be afforded in the way of advice, if not actually in an executive capacity, by some expert financier who would be able to detect at once the points at which improvement is necessary, and might strengthen the hands of the Peking Government (which is notoriously weak in this respect) in enforcing an improved system on the Provincial Authorities. It would probably be found that no very serious changes would be required and that what really is wanted is rather an improvement in administration than in respect to the main sources from which revenue is derived.

Mr. William C. Jeck, M.A., of Hongkong, has been elected a Fellow of the Royal Colonial Institute.

The death is announced of Mr. R. H. Powers, of Nagasaki, who had carried on business as a shipchandler at the port since 1869.

The meeting of Legislative Council fixed for yesterday did not take place.

The French Mail of the 20th July was delivered in London on the 19th instant.

Shareholders of the Hongkong and Shanghai Bank are reminded of the meeting which takes place at noon to-day at the City Hall.

The Rev. Matthew Fearnley, M.A., of Worthing, who died recently, had been for five years a missionary in China. He left estate worth £24,863.

The Dutch cruisers *de Ruyter*, *Tromp*, and *Koningin Regentes* are at Manila this week. Elaborate preparations have been made for the entertainment of the visitors.

Lady Sassoon, wife of Sir Edward Sassoon, M.P., died last month in Paris (at the house of her mother). She was a daughter of Baron Gustave de Rothschild, and was married in 1887.

Despatches from Honan state that a drought is prevailing in many districts in the province. Unless rain comes shortly the rice crops will be greatly affected. The farmers are reported to be very anxious.

At the Magistracy yesterday Mr. J. R. Wood fined the commander of a steamer running from Kowloon to Hongkong \$25 for infringing the exclusive rights of the Postmaster-General by bringing unstamped letters into the Colony.

Sergeant Fowler proceeded against twenty-two truck coolies before Mr. F. A. Hazeland at the Magistracy yesterday on charges of causing an obstruction in different parts of the city. Each defendant was fined \$5.

It is stated that Chou Fu, formerly Viceroy of Canton, will be appointed to the Naval Department. His Excellency was for many years with the late Marquis Li Hung Chang and helped in the organisation of the Navy.

Mr. William Henry Neville Goecheu, of Messrs. Frubling and Goecheu, has joined the Board of the Chartered Bank of India, Australia, and China, in place of Mr. Henry N. Gladstone, who has retired in consequence of other business engagements.

Our London correspondent writes:—A marriage is to take place in September between Harry Hancock, youngest son of Mr. Alfred Hancock, late of Hongkong, and Ethel Seymour, the eldest daughter of Mr. William Wright, late of Clifton, near Bristol.

The Police charged another native at the Magistracy yesterday with trespassing in the Saiwan O Market near Shaikwan. This time the offender was placed before Mr. J. R. Wood and the fine imposed was \$2. In previous cases heard by Mr. Hazeland the fine for a similar offence was \$15.

Dr. M. A. Stein left London last month for the Continent, and expects to spend the next few months in the Alps and Northern Italy, working on a popular account of his recent explorations in Central Asia. The difficulty of finding suitable accommodation for work upon the large and valuable collection of articles of archaeological and artistic interest which Dr. Stein secured in Chinese Turkestan has not yet been overcome.

The Nippon is authority for the statement that the Japanese Government is now approaching foreign capitalists through the Industrial Bank of Japan to form a loan for the purpose of introducing reforms in the Government railways. Under the existing state of affairs in Japan, says the journal, it is deemed impossible to raise a domestic loan for the purpose, and in consequence the authorities have been obliged to resort to the measure above referred to.

The hearing of the charges brought by Mr. T. P. Talati against four Chinese for receiving 1085 lbs of opium was well known the same to have been stolen came before Mr. Wood on Thursday and Friday last. Mr. Sheaton from Messrs. Deacon, Looker and Deacon presented. The first two defendants were represented by Mr. Davidson, the third by Mr. J. H. Gardner and the fourth by Mr. Sydneyham Dixon. After hearing part of the evidence for the prosecution the cases were adjourned till Tuesday the 31st instant.

Mr. S. W. Sethna, a well-known Parsee merchant of Hongkong, who has spent more than twenty years in the Colony, is returning to India to-day by the P. & O. steamer *Caledonia*. For several years he was manager of the Hongkong house of Cawjee Pallanji & Co., of which firm his late father was a partner. Latterly Mr. Sethna had managed the local branch of the firm of Phirozshah B. Petit & Co., which has recently been closed owing to the long continued depression in the yarn and opium markets in China. Mr. Sethna's departure is regretted alike by the Parsee community and by all who have had business relations with him and esteemed him as a man of the strictest integrity and honour.

## A LICENCE TRANSFER REFUSED.

Mr. J. R. Wood presided over a meeting of Justices of the Peace held at the Magistracy yesterday afternoon, and there were also present Messrs. F. J. Bideley, P. H. Holyoak and C. D. Melbourne. The business was to consider an application from G. Bertolone for permission to remove the business now carried on by him under an adjunct licence at 37, Queen's Road Central to the unnumbered premises in York Buildings formerly occupied by Messrs. Cottam and Company. The Justices considered the application *in camera*, and when the Court re-opened the chairman announced that it had been refused.

## TELEGRAMS.

[Protected by the Telegraphic Messages Copyright Ordinance 1894]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## A GOVERNMENT GRANT TO SHACKLETON.

LONDON, August 20th.

The Government has decided to make a grant of £20,000 to Lieutenant Shackleton towards the heavy indebtedness incurred for the Antarctic Expedition.

## THE CRETAN DIFFICULTY.

LONDON, August 20th.

Reuter's Agency learns that the Greek reply to Turkey is conciliatory and justifies the hope that it will satisfy the Porte and remove misunderstandings between Turkey and Greece.

## AMERICAN CONCESSIONS IN ASIATIC TURKEY.

LONDON, August 20th.

The State Department at Washington announces that American firms are endeavouring to obtain valuable concessions in Asiatic Turkey, including railways from Angora to Van and from Alexandria to Aleppo, thence to the headwaters of the Euphrates.

## TURKEY AND GREECE.

LONDON, August 20th.

A message from Constantinople states that the Protecting Powers have presented a note counselling the Porte in energetic terms not to push the relations with Greece to the extreme and so jeopardise the peace of the Balkans.

## THE DUKE OF CONNAUGHT'S RETIREMENT.

LONDON, August 20th.

Mr. Haldane, the Minister for War, stated in the House of Commons that the Duke of Connaught had ceased to serve on the Selection Board because it was considered essential that the Board should consist of officers in active military employment.

[FROM THE "CHUNG NGOI SAN PO."]

## NEW VICEROY OF CANTON.

SHANGHAI, 20th August.

The new Viceroy of Canton is to leave Nanking, where he met His Excellency Chang Jen-chun, on the 23rd instant, Monday, for Shanghai. He has appointed the 4th prox. as the date on which he will take over the seals of the office of Viceroy of the Two Kwang Provinces.

## THE REVENUE PROBLEM.

## RESOLUTION BY MEMBERS OF COUNCIL.

A meeting of the Unofficial Members of the Legislative Council was held on the afternoon of Wednesday, the 18th, at which the following resolutions were passed unanimously.

- (1) That a duty be imposed on all Foreign and Chinese alcoholic liquors imported and consumed in this Colony. Liquors supplied to ships, in unbroken cases for consumption on board, and liquors re-exported, to be exempt from duty.
- (2) That Arrack and spirits of wine be treated as alcoholic liquors.
- (3) That all licensing fees be based on a valuation of the annual turn-over of the business of the licensee.
- (4) That in the event of the proceeding resolution being adopted the issuing of adjunct licences be discontinued.
- (5) That all places where liquors are sold by retail for consumption on the premises be required to take out licences.
- (6) That as to the method of collecting the import duties a spirit farm is undesirable. These resolutions were communicated to His Excellency the Governor the following day.

## CORRESPONDENCE.

## THE HONGKONG BANK AND THE UNIVERSITY SCHEME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

DEAR SIR,—An announcement has recently appeared in the local papers to the effect that the Hongkong and Shanghai Banking Corporation has contributed the sum of \$50,000 towards the Endowment Fund of the Hongkong University. Though I presume there is no doubt as to the legality of the Board's action in voting this donation without consulting the wishes of shareholders, it would be of interest to shareholders to know on what ground the vote was made.

Neither myself nor any other Hongkong shareholder doubts for an instant the spirit of philanthropy actuating our esteemed fellow citizen, Mr. Mody, in initiating the Hongkong University scheme and most liberally contributing the cost of the buildings. But whilst one may admire his generosity and public spirit, one may honestly be sceptical of the usefulness of the project and have strong grounds for belief that it is not worthy of support. Hongkong in the past has witnessed the inception of philanthropic schemes that have not by any means fulfilled the expectations of their promoters.

Once upon a time a Reformatory was built and presented to the Colony by an Eminent citizen. Opened with a flourish of Gubernatorial Trampets. Declared to fill a long-felt want. The Government managed to secure one specimen for reformation. The boy did not like the process. Walked out one night. Never returned. This disheartened the Government. The Institution was wisely closed. It was not wanted. Money wasted. Moral:—Always Look a Philanthropist's Gift in the Mouth!

Something more is required in the expenditure of the Corporation's funds than following the lead of a generous donor, seeing that the Bank's example will be used to bring pressure to bear on others. There should be strong grounds for belief that its donation will be used beneficially to the community in which the Bank's interests are situated.

Assuming that the technical training the University proposes to afford will be of value to the individual student, which is quite a debatable matter, and granting that it will be successful in attracting pupils, which is more than doubtful considering the educational qualifications it is proposed to require from the entrants, the influence of the Institution to justify the Bank's grant should be of benefit both to the foreign and native communities of this Colony and of the neighbouring empire.

Does an examination of the results obtained by similar educational efforts under like circumstances warrant a belief that its influence will be an unalloyed blessing either to the foreigner or the native?

Ask the foreign communities in Japan whether conditions in that country have improved during the last thirty years! Is business more profitable or easier to conduct? Has not every opportunity been taken to oust the foreigner in every direction? From the foreign resident's point of view, I venture to say we are helping to gather together the twigs that will go to form the birch to castigate the backs, possibly not of ourselves, but certainly of those who follow after us.

A still more striking example is the India of to-day, a country where the growing spirit of unrest and sedition finds its strongest forcing grounds in the universities and high schools. Will it benefit this Colony or increase its prestige to turn out a large percentage of impracticable dreamers of the type manufactured by the Indian Institutions? Are you doing the foreigner in China or the Chinese themselves a service by breeding a race of graduates and "Failed B.A.s" to preach the doctrine that "Killing the foreigner is no murder" and to instil the subtle poison of resistance to all lawful government in the minds of the less intelligent? These are the results to-day of education in India and the latest fruit of that system must be vividly before the minds of all of us in the murder of Sir Curzon Wyllie and Dr. Laloo.

I am aware that the promoters of the Hongkong University claim that some of the dangers above indicated will be obviated by the home associations and restraining influences which will surround the students during the time their training is in progress. Doubtless the site for the University Buildings has been specially selected within, well speaking distance of the West Point District, in order that these moral influences and family associations may have the fullest scope. How the British public do like to be humbugged!

By voting this substantial amount towards the University, the Board may be taken to have signified their collective belief in the soundness and desirability of the scheme. Such an opinion, I venture to say, is not held either by the majority of the Bank's shareholders or the European members of the general community, whose attitude, at the best, may be designated as one of "lukewarm acquiescence." It is unbelievable that the individual members of the Board can be so far out of touch with the general sentiment. They have my sympathy if their collective action is the result of pressure. The Bank's vote will be used as an example and as a lever to extract contributions from every Hong and Company in this Colony. All, whether in sympathy with the scheme or not, will be made to feel that it is necessary to follow suit according to their means, as a refusal will result in their being "sent to Coventry."

Knowing the result of appearing to oppose or hold one's own opinion about the "Fed of the

moment" in Hongkong, I prefer to shelter myself under the cloak of anonymity. Nevertheless, I trust that the Chairman in his speech at the Bank's Meeting to-morrow will see fit to take the shareholders into his confidence as to the reasons for the Board's action. His remarks will be listened to with great interest by those present as well as by

## A BANK SHAREHOLDER.

Hongkong, August 20th.

## LACK OF EDUCATIONAL FACILITIES AT THE PEAK.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

DEAR SIR,—I was very pleased to see "Children's Friends" letter in the *Daily Press* this morning re the education of children living in the Peak district, and I am sure that all Peak residents will endorse every word that he has written; it is a subject which should have been raised long since, and no doubt would have been but for the proverbial apathy with which the Hongkong resident treats most local matters.

There are schools for European children in Kowloon and Hongkong, and even the Military authorities provide good schools for their children, and the powers that be are straining every nerve to raise a large sum to provide a University for the Chinese (who, by the way, are quite able to provide it for themselves if they want it), yet the Peak residents (who are tax-payers) are completely neglected in this respect.

Surely it should be the interest of the Government to increase educational facilities in the Colony, and so enable us to keep our children with us a few years longer. Why should Hongkong, a Crown Colony, be so far behind Shanghai in educational matters? I am afraid the answer is: because it is a Crown Colony. Possibly the responsible authorities have hitherto assumed that all Peak residents are wealthy taipans and can afford to provide private tuition for their children, but I should like to assure them that such is not the case, and that a Kindergarten School on the lines suggested by your correspondent would meet with very great appreciation.—I am, dear sir, yours faithfully,

X.Y.Z.

## SUPREME COURT.

Friday, 20th August.

## IN SUMMARY JURISDICTION.

BEFORE THE JUSTICE JUDGE (MR. H. H. J. GOMPERTZ).

## A HOUSEBOY'S CLAIM.

Lui Mai, a houseboy, brought an action to recover \$15, one month's wages from Mrs. C. Robertson, Quarry Bay. Mr. P. W. Goldring, for the defendant, asked for an adjournment as he had decided to bring a cross-action. He had paid \$8 into court with a denial of liability. His Lordship asked what the cross-action was for.

Mr. Goldring—Simply for damage for leaving without notice. The man was in the service of Mrs. Robertson from the 11th to the 26th July. It appears he ran away. He was very obstreperous and on the 26th July knocked down Mrs. Robertson and ran away. Police Court proceedings will be taken, but I want to dispose of this first.

His Lordship—When will the Police Court proceedings be taken?

Mr. Goldring—I shall begin when this is finished.

His Lordship—You have waited a long time. Mr. Goldring—This is the first time I have been able to get hold of him.

His Lordship—Were the police immediately informed?

Mr. Goldring—No. The application for an adjournment was acceded to.

## REPORTED HIGHWAY ROBBERY.

## INDIAN POLICE ESCORT ROUGHLY HANDLED.

News reached the city yesterday of a desperate encounter between an escort of Indian police and a gang of highway robbers near An Tau in the New Territory. We understand that the police were in charge of a sum of \$400 which had been collected as Crown rent, and the robbers were apparently cognizant of this fact and laid their plans accordingly. The police were taken unawares, but they put up a bold fight and only yielded up their treasure when most of the men comprising the escort were injured, many seriously. The robbers escaped with the booty.

It is stated that a European police sergeant was formerly in charge of this escort, but that his services were dispensed with on the recommendations of the Retrenchment Committee.

## STABBING AFFRAY ON THE S.S. "LIGHTNING."

A serious stabbing affray took place on the s.s. *Lightning* while the vessel was lying in the harbour on Thursday. It appears that two Chinese seamen quarrelled while at work, and as they were in the midst of wordy strife another seaman rushed in between them with a clasp knife, stabbing one of the disputants on the arm, and with a second blow he drove the knife into the back of the same man. Europeans on board at this stage intervened, the wounded man was removed to hospital and the other two were handed over to the police. They were charged before Mr. F. A. Hazeland at the Magistracy yesterday and the man who used the knife was sent to jail for two months with hard labour. The other defendant was discharged.



## CHAIR BEARERS AND THEIR FARES.

Two interesting cases in which chair coolies were proceeded against for refusing fares were heard by Mr. F. A. Hazell at the Magistrate's yesterday.

In the first Mr. Mowbray S. Northcote presented two chair coolies for refusing hire in Leoburn Street, and his Worship, after hearing the evidence, imposed a fine of \$35, each bearer being ordered to contribute \$7.50 of the amount. The Magistrate remarked that chair coolies generally declined a corpulent man as a fare.

In the second case a chair bearer presented a Portuguese resident for assault, and the latter counter-claimed the coolie for using abusive language and for refusing hire. It appears that as the defendant was walking up Shelley Street with a number of friends, it was decided that they should proceed in chairs. The usual cry of "Kia" was followed by a rush of bearers, and all of the party were soon seated with the exception of the defendant, who being a corpulent man was not solicited for his patronage. When one of the bearers of the vacant chair declined to take him as a passenger the defendant offered to pay double fare. But this was insufficient inducement to the coolie, and after considerable argument the defendant lost his temper and struck the coolie a blow on the face. The latter fell to the ground as though he had been delivered a knock-out blow, and as he did not apparently revive after being allowed ample time, the man who struck him became alarmed, and probably had ideas of a future manslaughter charge. He caused the coolie to be removed to a house in the vicinity and sent post haste for a medical man. Meantime a "stiff nip" of brandy was poured into the coolie's mouth, and all were surprised when he very forcibly spluttered it out. Then a doctor arrived, and after an examination ascertained that there was nothing wrong with the lifeless-looking coolie, at the same time asserting that a "cunsha" would probably revive him. This, however, failed, and ice-water was then resorted to. With the first trickle from a bottle a spasm shot through the inanimate form, but as soon as he got used to the revive the chair bearer relapsed again, so it was decided to take him to the Central Police Station. There he continued inert, so an ambulance was brought along and he was taken to the Government Civil Hospital. When laid on an operating table in the waiting room the invalid came to his senses almost as rapidly as if he had been galvanised, and stated that he did not wish the doctor's attention. The doctor, however, made an examination and pronounced the man to be sound. He was immediately discharged and walked forthwith to the Central Police Station, where he took out a summons against the Portuguese for assault. After hearing both summonses his Worship fined each of the parties \$7.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong, 22nd August, 11th Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Dyce, Psalms, Credo, Te Deum, Woodward, Smart and Tule, Benedictus, Laus, Hymns, 24, 138 and 243, Prose, Rev. A. Dalziel, E. Evans, C.E. (Evangelist) (8.45 p.m.) Responses, Psalms, of the 22nd evening; Magnificat and Nunc Dimittis, Wesley in F, Anthem, "To God on high"—Mendelssohn; Hymns, 419 and 28; Sevenfold Amen. N.B.—Psalms 103, Verses 1, 2, 6 and 12 in union. Psalm 103, Verses 1, 2, 14, 21, 25 and 29 in union.

St. Peter's Church, Queen's Road, West—11th Sunday after Trinity 22nd August, 1909. Morning Prayer 11 a.m. Venite, Dyce; Psalms, Credo, Poland, Taylor and Kimball; Te Deum, Barry, and Heston; Hymns, 1, 230, 221 and 296; Kyrie, Marce, Holy Communion 12.15. Evening Prayer 6.30. Psalms, Rissel, Smart and Good-enough; Deum, Goss; Hymns, 598, 119 and 18. Kyrie. Organ Recital. 1. Offertory. (Salome). 2. Large Beethoven. 3. Bass Solo "The King of Love my Shepherd" (Gounod) Mr. W.S. Hone. 4. "Positive March" (Smart).

The Church Laminos (Society) will call on ship carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 a.m. and 6 p.m.) returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Books, etc., provided.

Sunday School 10.10-10.45 a.m. Union Church, Kennedy Road, Minister—Rev. C. H. Hickling, 11 a.m. Worship, Hymns 144, 207 and 256. Te Deum (H. S. Oakley). Anthem 6 p.m. Worship, Hymns, 698, 444, 287 and 618.

Wesleyan Methodist Church, Wanchai—Sunday Service 10.15 a.m. Preacher, Rev. E. Ellison. 6.15 p.m. Rev. C. Dewstone. Sailors' and Soldiers' Home, Arenal Street, Sunday 8.0 a.m. P. S. A. Mr. David Nis. 8.0 p.m. Gospel Meeting. Monday 8.0 p.m. Fellowship Meeting. Wednesday 8.0 p.m. Temperance Meeting. Musical Programme arranged by Miss Baker Saturday 8.0 p.m. Prayer Meeting.

St. Andrew's Church, Kowloon—11th Sunday after Trinity, 22nd August, 1909. Morning Service at 11 a.m. by the Rev. W. H. Hignell. Evening Service. Services on Sundays during August and September. Holy Communion on 1st Sunday of the month at noon, on 3rd Sunday at 8 a.m. Morning Prayer at 11 a.m.

Roman Catholic Cathedral (Glenaly)—22nd August—22nd Sunday after the Pentecost—Feast of St. Joseph (father of the Blessed Virgin Mary)—Low Masses at 6 and 7 o'clock—High Mass at 8 a.m. with sermon by the Acting Rector of the Cathedral—Low Mass at 9.30 a.m.—Confession of St. Vincent de Paul at 10.30 a.m.—Catholics at 8.30 p.m.—Benediction of the Holy Sacrament at 8 p.m.

## WEATHER REPORT.

On the 20th at 11.55 a.m.—The depression lying over the Sea of Japan yesterday has moved into the Pacific to the South of Hokkaido.

Pressure is inclined to give way over China and at the Southern stations. It is highest between N. Luzon and the Loochoos.

Light monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S. winds, light; fair.

Formosa Channel Same as No. 1.

South coast of China Same as No. 1.

Hongkong and Loochoos Same as No. 1.

South coast of China Same as No. 1.

Hongkong and Hainan Same as No. 1.

## THE INFLUENCE OF ATHLETICS.

DISCUSSED BY THE BRITISH MEDICAL ASSOCIATION.

The sectional meetings in connection with the annual conference of the British Medical Association were held at the Queen's University, Belfast, last month.

There was a most interesting discussion in the section devoted to Medicine on the medical aspect of athletics. Dr. Tyrrell Brooks, of Oxford, introduced the subject with a paper showing the small number of deaths—only five—due to athletics in thirteen Public Schools in England during the past twenty years, although there had been 6,500 pupils, and three of these deaths had been due to pure accidents. Sir James Barr (Liverpool) said it was the duty of the medical men, not only as citizens but as members of a favoured class, to have some knowledge of the great advantages of physical training, to know that it was a most important factor, not only in the development of the individual, but also in the moral and intellectual evolution of mankind. If they improved the physique and character of the race they provided good substrata for mental evolution. There might be some who would approach the subject from the evils of athleticism, and point out a number of damaged hearts, though they were not likely to affect the general reputation. Evil effects arose from individuals attempting feats beyond their individual capacity, and the moralist came in and told them to abolish athletics, which necessarily implied contests, and go in for simple physical exercises, which could not do any structure any harm. If they abolished contests they did away with emulation and stifled the cry of "Excellence." (Hear, hear.) The more hazardous the game the better the development of the character of the individual, and for that reason he preferred for youth boxing, fencing, jumping, running, swimming, football, cycling, and cricket, while golf, bowls, and curling might be reserved for elderly persons with not too much reserve energy. Regarding the formation of character it was important to note that it was only the last three games which seemed to be essentially associated with substantial ethics and Scotch whisky. (Laughter.)

Dr. A. TRAILL (Professor of Trinity College, Dublin) declared himself to be still a vigorous athlete, though aged seventy-one years. He had been a tutor or acting parent in the college for 32 years, during which time no less than 900 young men had passed through his hands, and he could speak with the authority of experience as to the high moral aspect of athletics.

## JAPANESE LINER IN COLLISION IN THE THAMES.

Before Mr. Justice Baggallay Deane, sitting with two of the Elder Brethren of the Trinity House, the Admiralty Division of the High Court of Justice last month an action was brought by the Steamship Owners' Coal Association (Limited), the owners of 16 dumb barges, against the Nippon Yusen Kaisha (Kaisa), owners of the liner *Wakasa Maru*, to recover the amount of the damage sustained by reason of a collision between the *Wakasa Maru* and the barges in Long Reach, river Thames, on the evening of September 19th. According to the statement of claim, the plaintiffs have barges moored on the south side of Long Reach, which are divided into six sections, and at the time in question a number of barges laden with coal were lying in sections Nos. 5 and 6, heading down the river, and moored in four tiers each containing four barges abreast. The innermost and outermost barge in each tier was exhibiting a bright white light. In those circumstances the *Wakasa Maru*, which was coming down the river, approached in a direction to pass safely on the port side of the barges, but when abreast of the roads she suddenly and rapidly swung to starboard, opening her red light, and coming on at a great speed, with her stem and both bows ran into the uppermost tier in No. 5 section, breaking the barges in it and the lower tier in that section and then ran on to the barges at No. 6 section, which were also broken. Many of the barges were damaged, and one of them sank, with her cargo. The defendants case was that the *Wakasa Maru*, a twin-screw steamer of 6,265 gross tons register, bound from London to Yokohama with passengers and a general cargo, was on the down-river course, in charge of a duly-licensed pilot, and was making about six knots. The weather was dark and clear overhead, but hazy on the water, and there was good deal of smoke about. On entering Long Reach under a port helm the *Wakasa Maru* was obliged to hard-a-port to clear some sailing barges, and her helm was then hard-a-starboard, and her bow struck the barges, and those on board her found that they could not clear the barges; every effort was made to do so by keeping the helm hard-a-starboard, stopping the port engine, putting the starboard engine full ahead, and, finally, reversing the port engine full speed astern, but the collision was too great, and the *Wakasa Maru* was damaged, and then she went on and did other damage. The defendants denied negligence on the part of their servants, and said that any negligence of those in charge of the *Wakasa Maru* was that of the pilot alone, who was compulsorily in charge.

Mr. Laing, K.C., and Mr. Alfred Bagnall, appeared for the plaintiffs; and Mr. Aspinall, K.C., and Mr. A. D. Bateson for the defendants. Mr. Justice Baggallay Deane, in giving judgment, said that the case resolved itself into a question of fact as to whether there was an extraordinary sudden bank of fog or smoke drifting across the river at the critical time. If so, undoubtedly the collision was the fault of the pilot for running the vessel at a speed of six knots; if not, what became of the lookout on board the *Wakasa Maru*? Mr. Aspinall argued that two of the plaintiffs' witnesses, from the sailing barges, were not to be believed on the question of the weather because they told exactly similar stories—one knew that sometimes this was so—and he (Mr. Justice Deane) preferred to rely on the documents made in the case. The defendants' log was written on the same day as the collision; it spoke of "blue sky"; there was no suggestion of fog or smoke, nor was there in the captain's log to his own officers. On September 22 the pilot made his report to the Trinity House, and on the 28th made his deposition on oath; in neither of these documents was there a suggestion of there being any smoke. The defendants' preliminary act described the weather as dark and clear overhead, but hazy on the water; that was one thing; but a thick bank of fog drifting across the river and obscuring everything was quite another; and it was impossible to think that the defendants, at the time they filed their preliminary act, intended to convey that there was any thick smoke; that was an after-thought introduced to take away the onus of showing that proper assistance was given to the pilot. He thought that there was not a proper look-out on board the *Wakasa Maru*, and that the pilot did not get sufficient assistance. This would be judgment for the plaintiffs, with costs.

## THE HANKOW-CANTON RAILWAY LOAN.

(FROM THE "TIMES" SPECIAL CORRESPONDENT LATELY IN THE FAR EAST.)

OTTAWA, July 27.

Year Peking telegram of the 24th, which I have just read in the Canadian papers, shows that the situation created during my visit last month by the American protest against the settlement of the Hankow-Canton Railway Loan question by an agreement with a metropolitan financial combine from which the American financiers were excluded has now reached a critical stage. The fuller information I obtained on leaving Peking may help to explain the vigorous action of American diplomacy.

Though in signing the contract with the Deutsch-Asiatische Bank last March Chang Ching-tung unquestionably broke the professional pledge given equally to America and England, the question seemed obviously to possess far greater importance for England, since only a few years ago the Hongkong Government, with the approval of the Imperial Government, had taken the unprecedented step of making a large advance to assist the Chinese in repurchasing the original concession under which the control of a line so important for the colony threatened to pass into Continental hands. Therefore, there was no surprise when the British, not the American, seemed obviously to possess far greater importance for England, since only a few years ago the Hongkong Government, with the approval of the Imperial Government, had taken the unprecedented step of making a large advance to assist the Chinese in repurchasing the original concession under which the control of a line so important for the colony threatened to pass into Continental hands. Therefore, there was no surprise when the British, not the American, seemed obviously to possess far greater importance for England, since only a few years ago the Hongkong Government, with the approval of the Imperial Government, had taken the unprecedented step of making a large advance to assist the Chinese in repurchasing the original concession under which the control of a line so important for the colony threatened to pass into Continental hands. 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## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Presses Odes: A.B.C. 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

NOTICE TO MARINERS,  
No. 474.

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU.

Aids to Navigation in Ship Channel to be discontinued. Making of Astrea Channel.

NOTICE IS HEREBY GIVEN that on or about the 15th September next, the Aids to Navigation marking the Channel to the North-Eastward of Gough Island—known as Ship Channel—will be discontinued; and that at the same time, the newly constructed channel to the South-Westward of Gough Island—known as Astrea Channel—will be marked for day and night navigation.

Information concerning the marking of Astrea Channel will be found in the Shanghai Harbour Notifications, with which Captains of vessels navigating the Whangpu should keep themselves constantly acquainted. The information necessary for the safe navigation of the Whangpu during the progress of Conservancy works is contained only in such Harbour Notifications.

By Order of the Inspector General of Customs,  
W. F. ELLIOT, Coast Inspector.  
Imperial Maritime Customs,  
Shanghai, 15th August, 1909. [1098]

## THE

DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

**BEEF, LAMB,  
MUTTON,  
RABBITS  
AND  
HARES.**

[563]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"FOOKSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M. on the 21st Aug. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.

General Managers.  
Hongkong, 20th August, 1909. [16]

THE HONGKONG WEEKLY PRESS &  
CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Revenue Raising in Hongkong.

The Railway Loan Business.

Bureaucracy in Hongkong.

The Asiatic Immigration Question.

The New American Tariff.

Random Reflections.

Hongkong News.

Sanitary Board.

Desperate Fishermen.

A Sanitary Prosecution.

Hongkong Waterworks.

Electric Traction Co. of Hongkong, Ltd.

Correspondence:

Revenue from the Liquor Trade.

The Question of the Hour.

The Lack of Educational Facilities at the Peak.

The Revenue Question.

Uttering a counterfeit Coin.

Disturbance Near the Docks.

Wanted Work and Food.

French Sailor Drowned.

Serious Illness of Consul-General Rabbe.

Second Mate Sent to Prison.

Macao Notes.

Surveys in Hongkong.

Kulangan Municipal Council Amoy.

Departure of Captain C. V. Lloyd.

Daring Robbery.

Registration Problems.

Shipping Notes.

A Mysterious Disappearance in the Philippines.

Fire on Steamer "Glenavon."

Supreme Court.

Notes from Japan.

Company Promotion in Hongkong.

Our Philippine Experiment.

The Antung-Mukden Railway.

The Straits Dollar.

The Nepalese Embassy.

Far Eastern Telegrams.

Wine Growing at Chefoo.

New-Chinese Stamp for Collectors.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 21st August, 1909.

SUTTON'S SEEDS

Special Selected Collections

for this Climate.

VEGETABLES AND FLOWERS

in "FIRE" CASES.

To be obtained from

CHINA EXPRESS CO.,

Telephone 668.

3, Duddell Street.

[50]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING  
CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, THIS DAY (SATURDAY), the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 21st August, 1909. [1028]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary.  
Hongkong, 27th July, 1909. [1015]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 134 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 26th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 13th August, 1909. [1074]

## INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,  
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCHANT  
MARINE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS at 31st December, 1908 £19,121,510.

I. Authorized Capital ... £5,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500

II. Fire Funds ... 3,294,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 14th August, 1909. [908]

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

STRENGTHENED & CO.

Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at 56, 57 and 57.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1905. [623]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARMAILING

ARNHOLD, KARBURG & CO.

Sole Agents.

1674

## JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

## A. TACK &amp; CO.

PHOTO-SUPPLIES.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

## INTIMATIONS

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will COMMENCE

on MONDAY, 23rd inst.

For particulars as to Board and Tuition apply to—

THE DIRECTOR,  
Hongkong, 19th August, 1909. [1090]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 28th July, 1909. [1014]

MESS AT PEAK.

THERE will be a VACANCY, One or Two Men, from 1st September. Well

Furnished House, Peak. Good Cook. Apply, in confidence.

ALPHA,  
Care of "Daily Press" Office.  
Hongkong, 19th August, 1909. [1093]

VALUABLE LAND FOR SALE.

IN BANKEOK.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Offices and Godowns, with 2 Substantial and Commodious Brick Buildings, having an Aggregate Area of about 40,000 sq. meters, with 238 meter River frontage on the one end and 200 facing the Main Road on the other end.

Intending purchasers are requested to communicate to—

L. J. SEQUEIRA,  
Auctioneer and Land Agent,  
Bangkok, Siam.  
[1065]

SINGON & CO.

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

TO LET.

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11. Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BRÜCKELMANN & Co.  
Hongkong, 1st July, 1909. [911]

TO LET.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st August, 1909. [318]

TO LET.

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Fire-Resistant House; Electric Lights and Tennis Court.

"GRANDE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—

ARRATON V. APCAR & Co.,  
14, Des Vœux Road,  
Hongkong, 3rd March, 1909. [399]

TO LET.

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with

Orchard, Commanding a Fine View of the Harbour.

Apply to—

F. X. DALMADA & CASTRO,  
33, Queen's Road Central,  
Hongkong, 7th July, 1909. [936]

TO LET.

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric

Fittings, suitable for Offices or Dwellings; Also, GODOWN, No. 9, Duddell Street.

Apply to—

A. B. AVASIA,  
1, Duddell Street,  
Hongkong, 1st July, 1909. [912]

TO LET.

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—

A. B. AVASIA,  
1, Duddell Street,  
Hongkong, 10th August, 1909. [941]

TO LET.

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,  
9, Peddar's Hill,  
Hongkong, 14th August, 1909. [1073]

TO LET.

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 4th August, 1909. [1035]

TO LET.

TO LET.

NO. 25, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO,  
14, Arbuthnot Road,  
Hongkong, 4th August, 1909. [1036]

TO LET.

TO LET.

NO. 1, ORMSBY TERRACE.

No. 5, BARROW TERRACE. Cheap Rental. The well known Darbar House.

Apply to—

SPANISH PROCURATION,  
Hongkong, 31st July, 1909. [1026]

## TO LET

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—

WM. MEYERINK & Co.  
Hongkong, 2nd July, 1909. [990]

TO LET.

IN No. 4, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd.  
Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd. for Tiffin Rooms.

Apply to—







## SHIPPING.

**ARRIVALS.**  
**CALEDONIA**, British str., 3,529, W. Hayward, 2nd August—Shanghai 17th August, General—P. & O. S. N. Co.  
**CHONGKING**, Brit. str., 20th Aug.—Canton.  
**CHOYANG**, British str., 20th Aug.—Canton.  
**EMPIRE**, British str., 2,843, Helms, 20th Aug.—Sydney and Manila 18th Aug., General—Gibb, Livingston & Co.  
**FOOCHOW**, British str., 1,287, Mitchell, 20th Aug.—Singapore 14th August, General—Jardine, Matheson & Co.  
**HAIMUN**, British str., 636, J. W. Evans, 20th August—Swatow 19th August, General—Douglas, Laprak & Co.  
**INDRAWADI**, British str., 3,369, W. Gray, 19th August—Shanghai 14th August, General—Jardine, Matheson & Co.  
**KASHING**, British str., 1,276, Laver, 20th August—Haiphong 17th August, Castle and Pigs—Butterfield & Swire.  
**KWANGLOO**, Chinese str., 20th Aug.—Canton.  
**PETCHABURI**, German str., 1,373, C. Goewisch, 19th August—Daugkok 9th Aug., General—Butterfield & Swire.  
**PRINZ WALDEMAR**, German str., 1,737, Fr. Jocko, 20th August—Sydney 29th July, General—Melchers & Co.  
**SOSHU MARU**, Japanese str., 1,117, T. Sugi, 20th August—Swatow 19th Aug., General—Osaka Shosen Kaisha.  
**TAMING**, British str., 1,350, G. H. Pennefather, 20th August—Manila 17th August, General—Butterfield & Swire.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 20th August.  
**Bombay Maru**, Jap. str., for Singapore.  
**Caledonia**, British str., for Europe, &c.  
**Tibodas**, Dutch str., for Batavia.

**DEPARTURES.**  
 20th August.  
**BENIWAVER**, British str., for Nagasaki.  
**CHENAN**, British str., for Canton.  
**C. FRED. LAEISZ**, German str., for Shanghai.  
**DERWENT**, British str., for Saigon.  
**HAIXANG**, British str., for Swatow.  
**KANAGAWA MARU**, Jap. str., for Kobe.  
**KWANGHAI**, Chinese str., for Canton.  
**LISMORE**, British str., for Iloilo.  
**LOONGKONG**, British str., for Manila.  
**LYCOW**, British str., for Chiofo.  
**PARHO**, British str., for Canton.  
**SLAVONIA**, German str., for Straits.

**SHIPPING REPORTS.**  
 The British str. *Kashing* reports: Light S.E. wind, fine calm weather.  
 The British str. *Foochow* reports: Fine and clear weather with light S.W. winds.  
 The British str. *Tamung* reports: Light variable winds, slight S.W. swell, fine clear weather throughout.

**VESSELS IN DOCK.**  
 August 20th.  
**ABERDEEN DOCK.**—*Kowloon Dock*—*Persia*, *Sorsogon*, *Des Hermans*, *Maiden*, *Helen*, *Comopolitan* Dock—*Kjeld*.  
**TAIKOO DOCK**—*Foochow*, *Ashitabula*.

**VESSELS PASSED ANKER.**  
 August 20th.  
 August 1, British str. *Islander*, Deans, July 30, from Christian Island for Singapore.  
 August 3, British str. *Boravia* May 30, from New York for Peking.  
 August 5, Dutch str. *Sultan van Langkat* from Singapore.  
 August 6, German str. *Hessen*, Noth, from Tientsin for Batavia.  
 August 7, British str. *Ulysses*, Beran, Aug. 7, from Batavia for Amsterdam.  
 August 8, British str. *Shirala*, from Colombo for Sourabaya.  
 August 8, British str. *Santhia*, from Colombo for Sourabaya.  
 August 8, British str. *Harpeur*, June 2, from New York, N.W.S. for Manila.  
 August 9, British str. *Imalia*, Ross, from Colombo for Sourabaya.  
 August 9, Dutch str. *Gede*, Verkhoven, July 3, from Rotterdam for Batavia.  
 August 10, British str. *Rajput*, Morgan, from Colombo for Sourabaya.  
 August 10, British str. *Prometheus*, Moir, from Batavia for Djeddah via Anjer.

**VESSELS ON THE BERTH.**  
**"INDRA" LINE LIMITED.**  
 For NEW YORK VIA SUEZ CANAL.  
**THE Steamship**  
**"INDRAWADI"**  
 Captain W. Gray Williams, will be despatched as above TO DAY, the 21st August, 1909.  
 For Freight or Passage apply to  
**JARDINE, MATHESON & Co.,**  
 Agents.  
 Hongkong, 15th July, 1909. [966]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
 For SYDNEY AND MELBOURNE.  
 (Calling at QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
**"ALDENHAM"**  
 Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 6th August, 1909. [1050]

**"SHIRE" LINE OF STEAMERS, LTD.**  
 For LONDON AND ANTWERP.  
**THE Steamship**  
**"CARMARTHENSIRE"**  
 Captain Daniel, will be despatched as above on or about the 25th inst.  
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried.  
 For Further Particulars apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
 Agents.  
 Hongkong, 2nd August, 1909. [1032]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W.", together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA SUEZ CANAL	CALEDONIA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	DANIEL	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	D. C. GREGOR, R.N.R.	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 25th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	DOETMUND	Ger. str.	K.W.	Malchow	HAMBURG-AMERICA LINE	About middle of Sept.
HAMBURG VIA STRAITS &c.	C. FRED. LAEISZ	Ger. str.	K.W.	Wagner	HAMBURG-AMERICA LINE	About middle of Oct.
HAYRE & HAMBURG VIA STRAITS &c.	SPERIA	Ger. str.	K.W.	Block	HAMBURG-AMERICA LINE	On 27th inst.
MARSEILLES, LONDON & LEITH	CARNARVONSHIRE	Brit. str.	—	Ingram	JARDINE, MATHESON & Co., Ltd.	On 14th Sept.
MARSEILLES &c. VIA PORTS OF CALL	TOKIN	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TAMBA MARS	Jap. str.	—	Nguyen	NIPPON YUSEN KAISHA	On 31st inst., at 1 p.m.
HAYRE, ROTTERDAM & HAMBURG &c.	SAKONIA	Ger. str.	K.W.	O. H. Butler	HAMBURG-AMERICA LINE	On 1st Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	INABA MARU	Jap. str.	—	Babel	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	CAHAYA	Jap. str.	K.W.	R. Takeda	NIPPON YUSEN KAISHA	On 15th Sept., at D'light
MARSEILLES, HAYRE & HAMBURG &c.	MISHIMA MARU	Jap. str.	—	Daimat	MELCHERS & Co.	End of Sept.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	AMERICA MARU	Jap. str.	—	A. H. Moses	NIPPON YUSEN KAISHA	On 13th Oct.
CALLAO, IQUIQUE &c. VIA JAPAN PORTS &c.	GOEBEN	Ger. str.	—	S. Wilhelm	TOYO KISEN KAISHA	On 27th inst., p.m.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	SILESIA	Aus. str.	—	Badonich	MELCHERS & Co.	On 30th inst., at Noon.
TRIESTE &c. VIA SINGAPORE &c.	INDRAWADI	Brit. str.	—	W. G. Williams	SANDER, WIELER & Co., Ltd.	On 25th inst., at Noon
NEW YORK VIA SUEZ CANAL	LENNOX	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	About 25th inst.
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	About 10th Sept.
VANCOUVER, B.C. TACOMA & SEATTLE VIA JAPAN	MOCHI MARU	Jap. str.	1 m.	—	DODWELL & Co., Ltd.	On 4th Sept., at 6 p.m.
VANCOUVER VIA SHANGHAI JAPAN &c.	MOCHI MARU	Jap. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 26th inst.
TACOMA VIA KURE, SHANGHAI & JAPAN	SHANTAI MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 18th Sept., at Noon.
VICTORIA, B.C. & SEATTLE VIA KURE, SHANGHAI &c.	SHANTAI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI &c.	CHANGSHA	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 14th Sept., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	—	MELCHERS & Co.	On 28th Sept., at 4 p.m.
AUSTRALIAN PORTS VIA QUEENSLAND PORTS &c.	NIPPO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KYUHO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	KYUHO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th Sept., at D'light
YOKOHAMA & KOBE	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.
MOJI, KOBE & YOKOHAMA	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 21st inst.
NAGASAKI, KOBE & YOKOHAMA	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., a.m.
JAPAN	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
WEIHAIWEI & TIENTSIN	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight
SHANGHAI, MOJI & KOBE	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	End of Aug.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 28th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Sept., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Sept., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 2nd Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 5 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Sept., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Sept., at 2 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* AYMERIC	4,363	J. Boyd	On 25th August
SUBERIC	6,232	S. Shotton	On 23rd September
OCEANO	4,657	P. W. Davies	On 21st October
KUMERIC	6,232	J. Mathie	On 18th November

\* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 1st August, 1909.

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## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong, 4th Sept. "EMPRESS OF CHINA" SAT. 4th Sept. "ALLAN LINER" FRIDAY, 1st Oct. "MONTAGLE" SATURDAY, 18th Sept. "EMPRESS OF INDIA" SAT. 25th Sept. "EMPRESS OF JAPAN" SAT. 16th Oct. "EMPRESS OF CHINA" SAT. 6th Nov. "EMPRESS OF BRITAIN" FRIDAY, 3rd Dec.

From Quebec, or St. John, N.B. FRIDAY, 1st Oct. "EMPRESS OF IRELAND" FRIDAY, 22nd Oct. "ALLAN LINER" FRIDAY, 12th Nov. "EMPRESS OF BRITAIN" FRIDAY, 3rd Dec.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	CALEDONIA	Noon, 21st Aug.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA	About 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 27th Aug.	Freight and Passage.
SHANGHAI	ASSAYE	About 2nd Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th August, 1909.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug., D'light
SWATOW, AMOY and SHANGHAI	"PAOTING"	On 23rd Aug., 4 P.M.
MANILA	"TAMING"	On 24th Aug., 3 P.M.
CEBU and LOILO	"KAIPOH"	On 24th Aug., 4 P.M.
NINGPO and SHANGHAI	"PAKHOI"	On 25th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 25th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., D'light
MANILA	"TEAN"	On 31st Aug., 3 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—  
HONGKONG, 21st August, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING:  
"HAIJUN," Capt. Evans { SWATOW, AMOY and WED'DAY, 25th Aug.,  
FOOCHOW. at 2 P.M.  
A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 19th August, 1909.

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHEONGSHING"	Saturday, 21st Aug., Noon.
TIENTSIN VIA SWATOW, WEIHAI, WEI & CHEFOO	"CHEONGSHING"	Sunday, 22nd Aug., D'light
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Tuesday, 24th Aug., Noon.
FOOCHOW	"YATSHING"	Wednesday, 25th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 4th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 21st August, 1909.

GENERAL MANAGERS.

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# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to

MELOHRS & CO.,  
AGENTS.

Hongkong, 5th August, 1909.

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# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU, Capt. C. H. Butler, 6,500	6,500	WED'DAY, 1st Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	INABA MARU, Capt. R. Takada, 6,500	6,500	WED'DAY, 15th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SEINANO MARU, Capt. K. Kawara, 7,060	7,060	TUESDAY, 14th Sept., at 4 P.M.
BOMBAY via SINGAPORE, SHANGHAI, MOJI and KOBE	STANGO MARU, Capt. S. Ishikawa, 8,000	8,000	TUESDAY, 28th Sept., at 4 P.M.
MOJI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	FRIDAY, 3rd Sept., at Noon.
HAMA	KUMANO MARU, Capt. M. Winkler, 6,000	6,000	FRIDAY, 1st Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans, 5,000	5,000	SATURDAY, 21st Aug., at Noon.
	TAKASAKI MARU, Capt. A. Mooker, 5,000	5,000	TUESDAY, 24th Aug., at Noon.
	MIYASAKI MARU, Capt. T. Murai, 9,000	9,000	THURSDAY, 26th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, 6,000	6,000	WED'DAY, 1st Sept., at Noon.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

# EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. Moses)	On Fri. 27th Aug., P.M.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. T. Murai)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. Core)	About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

# CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 4th August, 1909.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 23rd Aug., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 25th Aug., Noon.

For Freight or Passage apply to

HONGKONG, 21st August, 1909.

SHEWAN, TOMES & Co.,  
General Managers.

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# HAMBURG-AMERIKA LINIE HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. AMERICA	... 30th Aug.
S.S. NICOMEDIA	... 12th Sept.
S.S. LIBERIA	... 15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 21st August, 1909.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	... 6,000 tons gross	... Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	... 6,000 "	... Oct. 26th, at Noon.
S.S. MANSHU MARU	... 5,000 "	... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th June, 1909.

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# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East—  
16, DES VIGUEUX ROAD,  
HONGKONG.

Japan Office—  
14, WATER STREET,  
YOKOHAMA.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	CHINA	8000	March 19
DELTA	8000	MALWA	11000	March 25
MACEDONIA	10500	(Through Steamer calling at Bombay)		April 8
DEVANHA	8000	MONGOLIA	10500	April 16
ASSAYE	8000	MARMORA	10500	April 30
DELTA	7500	MOREA	11000	May 6
DELHI	8000	MOOLTAN	10000	May 14
				May 20
				June 3
				June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following:—  
INTERMEDIATE (Non-Transhipment) STEAMERS  
WILL LEAVE FOR

# LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January	about 26 March
* SUMATRA	February	about 9 March
* NYANZA	February	about 23 April
* SUNDI	March	about 23 May
* MALTA	April	about 20 June
* SARDINIA	May	about 4 June
* NORE	May	about 18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE £82.10 RETURN.  
2nd " £39.10 " £57.4

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito, 6,178	6,178	SATURDAY, 28th Aug., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto, 6,178	6,178	SATURDAY, 25th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.  
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMSU VIA SWATOW, AMOY	"DALIN MARU" Capt. Y. KINURAKI, 4,100	SUNDAY, 22nd Aug., at 10 A.M.
ANPING VIA SWATOW, AMOY	"SOBU MARU" Capt. K. SUGI, 4,100	TUESDAY, 24th Aug., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. YUSENO, 4,100	THURSDAY, 2nd Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CROSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

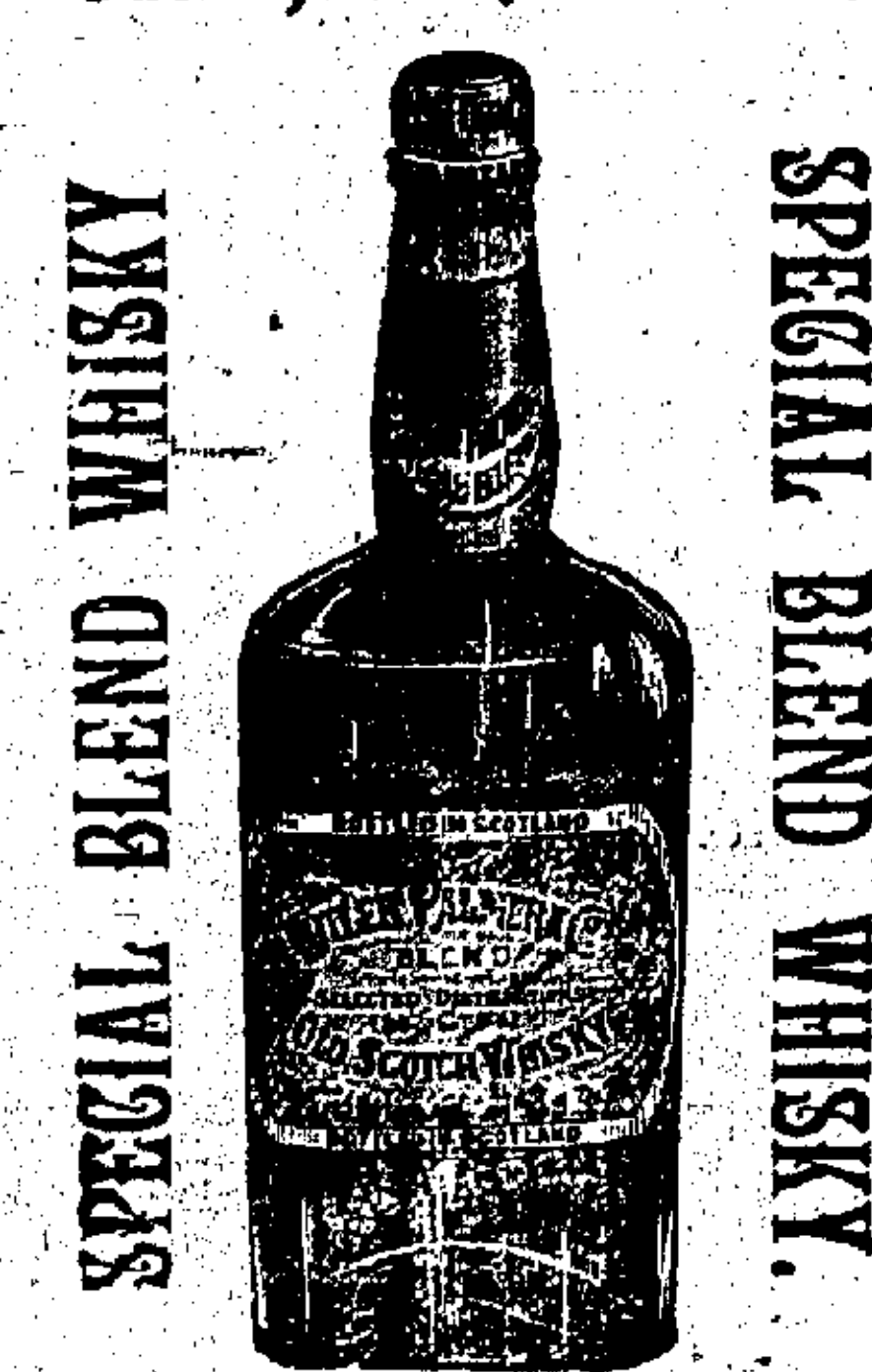
For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

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Cutler, Palmer &amp; Co.'s



SPECIAL BLEND WHISKY.  
SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

These tiny Capsules—superior to Copalba, Cubeba, and Cajeput—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

FOR DISEASES OF THE ORGANS.

**GRIMAULT'S SYRUP**

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Consumption, Oesophageal Coughs, Colds, Diseases of the Chest, Lungs, and Bronchial Tubes.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1909. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 9th August, 1909.

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN MAIL TO EUROPE.

FOR	DATE
Shanghai, Hongkong, Amoy, Swatow, Canton, Hankow, Peking, Tientsin, Harbin, Vladivostok, Yokohama, Kobe, Manilla, Cebu, Singapore, Penang, Calcutta, Bombay, Madras, Rangoon, Bataavia, Batavia, Samarang, Soerabaya, and Macassar.	Saturday, 21st, 10.00 A.M.
Europe, India via Tientsin (Late Letter 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 21st, 10.00 A.M.
Swatow, Amoy, and Tientsin (Late Letter 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 21st, 10.00 A.M.
Swatow, Amoy, and Tientsin (Late Letter 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 21st, 10.00 A.M.
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Swatow, Amoy, and Tientsin (Late Letter 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 21st, 10.00 A.M.
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**MONET LITRETS**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewelry, and where registration has been neglected with a view to making inquiries into alleged loss of such letters. (G.L. 13.)

**Mail for "Canton," "Wong," and "Samsui"** will be closed on week-days at 4.30 p.m. and at 6 p.m. until further notice.

**A Mail for Macao** is despatched per s.s. *Sui An* on week-days at 7.15 a.m. on Sunday, the mail for Macao is closed at 8 a.m.

**Mail for Nanyang and Swatow**, are closed every week-day at 6 p.m.

**Mail for "Kowloon," and "Kowloon,"** are closed every week-day at 6 p.m.

**Sunday** the mails are closed at 9 a.m.

**A Mail for Long Island (Cheung Chau)** will be despatched per steam launch *Hoi* daily at 5.30 p.m.

**No mails** are despatched to these places on Saturday evenings, unless previously notified.

**Local Deliveries**—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.

**Registration**—Correspondence can be registered for mails to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by post packets will be accepted up to a quarter of an hour before the time of closing the ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila, and Australia by other than coast packets close half an hour before the ordinary mails and to the Coast Ports quarter of an hour before the ordinary mails.

## NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The P.M. str. *Mongolia* arrived at Manila on the 17th inst., and sailed from Manila on the 19th inst., and is due to arrive at Hongkong to-day between 4 and 6 p.m.

**THE INDIAN MAIL.**  
The Indo-China str. *Laiyang* left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th inst.

**THE GERMAN MAIL.**  
The German Mail with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m., and may be expected here on or about the 30th inst.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Monticello* left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.

**THE AUSTRALIAN MAIL.**  
The C.N. Co.'s str. *Taiyuan* leaves Sydney on the 25th inst., and is due here on the 19th prox.

**MERCHANT STEAMERS.**  
The str. *Flinthire* left Singapore on the 15th inst., and may be expected here to-day.

The T.K.K. str. *America* left Moji on the 17th inst. at noon, and is due here tomorrow a.m.

The Bank Line str. *Suerio* left Vancouver on the 7th inst. for Hongkong via ports.

The Danish str. *Cataly* left Singapore on the 17th inst., and may be expected here on or about the 23rd inst.

The N.Y.K. str. *Takasaki Maru* (Bombay Line) left Bombay on the 3rd inst., and is expected here on the 24th inst.

The M.M. str. *Manila* left Singapore on the 17th inst., and is due here on the 24th inst.

The T.K.K. str. *Tenyo Maru* sailed from Yokohama on the 15th inst., and is due to arrive in Hongkong on the 25th inst.

## TO-DAY.

Ordinary Half-Yearly Meeting, Hongkong and Shanghai Banking Corporation, City Hall, noon.

## COMMERCIAL.

## EXCHANGE.

## CLOSING QUOTATIONS.

On London	On New York	On Shanghai	On Hongkong	On Canton	On Amoy	On Swatow	On Tientsin	On Hankow	On Peking	On Harbin	On Vladivostok	On Yokohama	On Kobe	On Manilla	On Cebu	On Singapore	On Penang	On Calcutta	On Bombay	On Madras	On Rangoon	On Bataavia	On Batavia	On Samarang	On Soerabaya	On Macassar
1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16

## SUBSIDIARY COINS.

Chinese 20 cents pieces, \$7.59 discount.

Hankow 20 " " \$7.19 "

Hongkong 20 " " \$7.29 "

## OPPIUM.

Quotations are—

Malwa New \$1.130/1.160 per picul.

Malwa Old \$1.170/1.200 "

Malwa Old \$1.210/1.230 "

Malwa Y. Old \$1.250/1.300 "

Pervian fine quality \$1.300/1.350 "

Pervian extra fine \$1.400/1.450 "

Patna New \$1.040 per chest.

Patna Old \$1.055 "

Bengal New \$1.065 "

Bengal Old \$1.040 "

## PASSENGERS.

## ARRIVED.

Per *Hainan*, from Swatow, Mrs. Warrack.Per *Fooking*, from Singapore, Mr. and Mrs. Shaw.Per *Kashing*, from Haiphong, Mr. and Mrs. Gilling.Per *Pichaburi*, from Bangkok, Messrs. Pender and Vaughan.Per *Taming*, from Manila, Mrs. Shinaki.

Miss D. 'Arpan, Messrs. Henderson, James, and Capt. Bates.

Per *Prins Waldemar*, for Hongkong, from Sydney, Mr. and Mrs. Alex. Krause; from Friedrich Wilhelmshafen, Miss G. Glitz and Pastor Kriegl; from Yap, Misses L. and D. O'Keefe, Messrs. Isaacs and Mackay; from Simpsonhafen, Mr. Bertram; from Manila, Mr. and Mrs. D. Determann.Per *Caledonia*, from Shanghai, for Hongkong, Mrs. Harrison, Miss Briggs, Messrs. W. D. Fraser, E. Hunt, P. de Faria, N. Naia and G. V. Venus; for Singapore, Mr. W. H. Bolton; for Colombo, Mr. L. T. Sackville West, Mr. N. G. Beggs, and Mr. W. E. Bandle; for Bombay, Mrs. Karanjia, 2 infants and amah, and Mr. N. D. Bhathena; for London, Mr. and Mrs. W. Ruxton and infant; from Kobe, for Bombay, Mr. S. Nakashima.

## DEPARTED.

Per *Kanagawa Maru*, for Japan, Mr. Misses Seki, Toyo and Shimada, Captains Len and Davy, Messrs. F. W. Ball, Aoyagi, W. J. E. Bell, J. C. Fender, K. Konagel, Nishimura, Ishimaru, Painter, F. and W. Bloomfield.

## NAPIER JOHNSTONE'S.

## "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR

## 150 YEARS.

## THE SAME TO-DAY

## AS IN

## 1745

## BEWARE OF WHISKIES

## Sold under Similar Names

## Known in Hongkong

## for

## Half a Century.

## SOLE AGENTS IN HONGKONG:

## LANE, CRAWFORD &amp; CO.

## and from ALL WINE MERCHANTS. [52]

## ON SALE.

## THE FIFTY YEARS

## ANGLO-CHINESE CALENDAR

## 日曆英中 年大五

## FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

## PRICE \$2 CASH.

## On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

## The Book will be sent by Registered Post free to any part of the World unrepresented by Agents on receipt of Money Order.

## SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 20TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1030, raised
National Bank of China, Limited	99,925	27	26	\$95, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$10, sal. & buy.
China Bank Corporation, Limited	60,000	\$12	\$12	\$134.
China Light and Power Company, Limited	50,000	\$10	\$10	\$6.60, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.60, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1372.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$9, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 894.
Loon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 103.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 432.
<b>DAIRY FARM COMPANY, LIMITED.</b>	40,000	\$72	\$6	\$163, buyers
<b>DOCK AND WHARVES.</b>				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$60, sellers
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$60, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79.
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 148.
<b>FEENICK &amp; CO., LIMITED.</b>	18,000	\$25	\$25	\$11, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED.</b>	400,000	\$10	\$10	\$280, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED.</b>	7,000	\$20	all	\$210, buyers
<b>HONGKONG ELECTRIC CO., LIMITED.</b>	60,000	\$10	\$10	\$23, buyers
<b>HONGKONG HOTEL COMPANY, LIMITED.</b>	12,000	\$50	all	\$25, buyers
<b>HONGKONG ICE COMPANY, LIMITED.</b>	8,000	\$25	all	\$190, sellers
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED.</b>	60,000	\$10	all	\$24, sellers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sal. & sel.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, buyers
Union Insurance Society, Limited	10,000	\$15	\$5	Tls. 120, buyers
Yangtze Insurance Association, Limited	12,000	\$250	\$100	\$840, sellers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, buyers
Kowloon Estate and Finance Co., Ltd.	150,000	\$10	all	\$93, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 119.
West Point Building Co., Limited	12,500	\$50	\$50	\$44.
<b>MINING.</b>				
Société Française des Charb. de Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$43, sellers
<b>PEAK TRAMWAYS CO., LIMITED.</b>	25,000	\$10	all	\$143.
<b>PHILIPPINE CO., LIMITED.</b>	50,000	\$10	\$10	\$11.
<b>RAFFLES CO., LIMITED.</b>	75,000	\$10	\$10	\$8.
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140.
China Sugar Refining Co., Limited	7,000	\$100	all	\$24, buyers
<b>ROBINSON PIANO CO., LIMITED.</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$54.
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$313, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$152, buy.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$73, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26.
South China Morning Post Limited	10,000	\$10	\$5	\$153.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.20, sales
Wernsmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 and 100 shares	\$10	\$10	\$4, 32.40.
United Waterboat Co., Limited	50,000	\$10	\$10	\$11, sellers

## Loans.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 1/2 % p. annu. Fac.

VERNON &amp; SMYTH, Share-Brokers.

## VISITORS AT HOTELS.

## HONGKONG TIDE TABLE.

From August 21st to 27th, 1909.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 20th.

## MESSRS. FALCONER &amp; CO.'S REGISTER.

August 20th.

## NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for this above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL STRAITS NAVIGATION CO.'S fortnightly service between CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight. For Freight and further particulars apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1896.

## STEAMERS PASSED THE CANAL.

Aug. 4th—*Austria*, *Benvenus*, *Dentighshire*, *Atholl*, *Glamorganshire*, 7th—*Derfflinger*, *Coulston*, *Polignac*, *Hakata Maru*, *Tyden*, 11th—*Gleivry*, *Scandia*, *Nicomedia*, *Fathia*, 14th—*Armad*, *Beha*, *Ceylon*, *Kintuck*, *Mennon*, *Yamato*, 15th—*Bendora*, *Deucalion*, *Fria*, *Eitel*, *Friedrich*, *Sinla*.

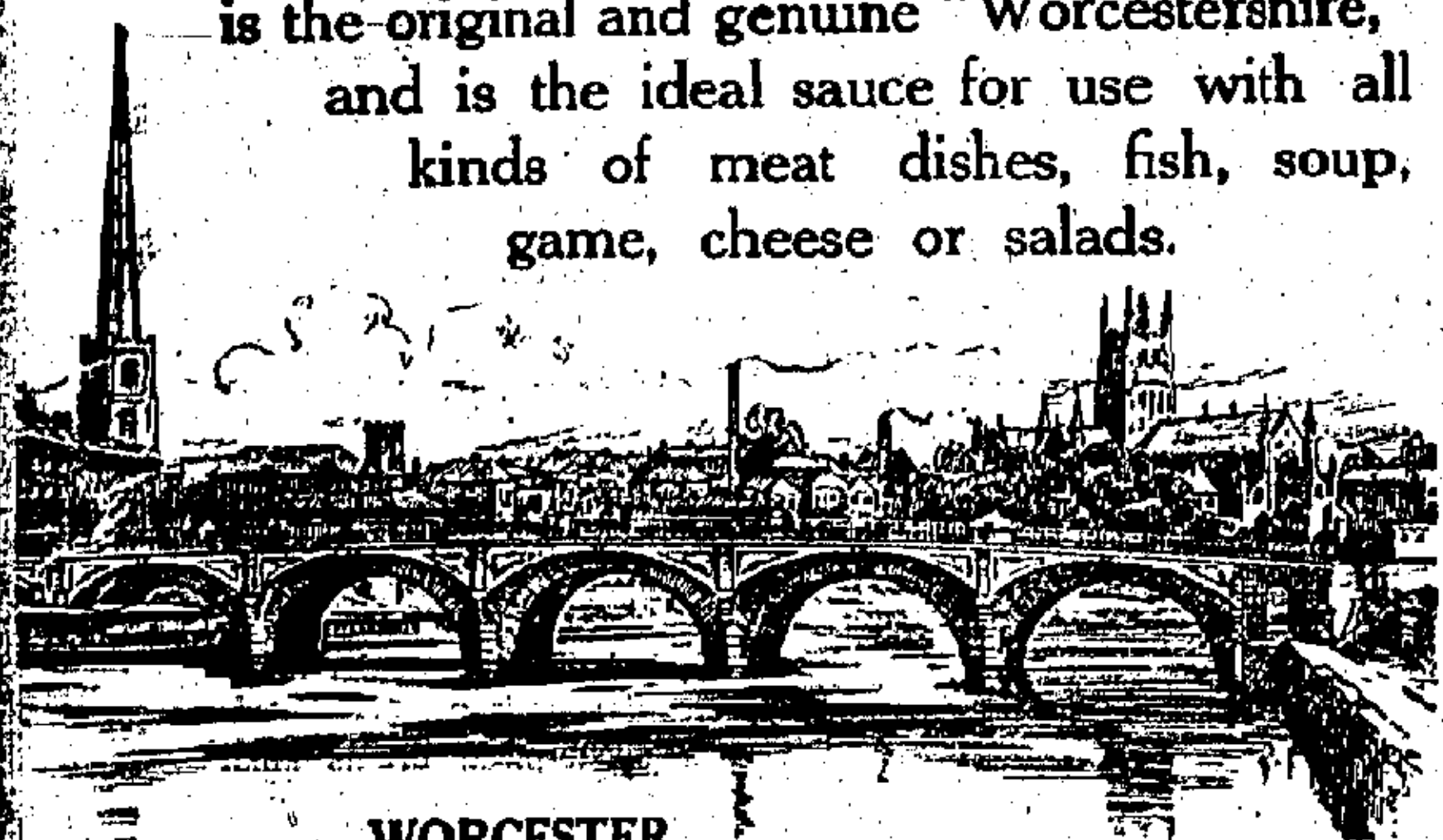
## ARRIVALS AT HOME.

August 17th—*Atyama*, *Yorch*, *Bingo Maru*.



# LEA & PERRINS' SAUCE

is the original and genuine "Worcestershire," and is the ideal sauce for use with all kinds of meat dishes, fish, soup, game, cheese or salads.



WORCESTER

the beautiful and historic city in the West of England where this sauce has always been made, and whence it continues to be exported in ever-increasing quantities to all parts of the world.

Do you drink Whisky?

If so, drink THE BEST and the Best is —

Wright & Greig's "Premier"

It is the very finest Whisky that can possibly be produced. The Whiskies of which "Premier" is composed are of the very oldest, selected from the best Distilleries in Scotland, and put together with all the knowledge which 50 years' experience can acquire.

OBTAINABLE THROUGH ALL FIRST-CLASS WINE MERCHANTS.

Wright & Greig, Ltd., Dallas Dhu Distillery, Forres, Elginshire.

Head Office: 64 Waterloo Street, Glasgow.

"SHACKELL"

"SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young men, children and the aged, invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

## THE CASE FOR LORD CHARLES BERESFORD.

[BY H. W. WILSON.]

The letter of the fifteen British admirals supporting Lord Charles Beresford's proposals is a document of great importance from the weight which attaches to the signatures. Among them are the ablest and most distinguished officers on the retired list—men such as Admirals Richards, Salmon, Seymour, whose names in past years were household words, and who have laid the highest commands and filled with distinction the greatest offices in the Navy. Their balanced judgment cannot be dismissed offhand. They cannot be described as a "syndicate of discontent," for, so far, they have held studiously aloof from all agitation. On the contrary, we may feel certain that only their conviction that the position of the British Navy is one of real peril would have led them thus to come forward publicly.

It will be observed that one and all they support Lord Charles Beresford's shipbuilding programme. As it has been said that this programme is below what the Admiralty intends to demand, it is vital to know what Lord Charles is asking and what will be its actual financial cost. His programme, as he has stated it in his two important speeches, calls for the construction of:

- 10 battleships.
- 36 second class cruisers.
- 24 destroyers of the Swift class.
- 52 destroyers.
- 4 floating docks.

This is in addition to the programmes now in course of execution—in addition to the four battleships, six cruisers, twenty destroyers, six submarines, and two floating docks which are to be begun this year. It differs from the "two-keels-to-one" programme in that it will lay down ten instead of twenty-six battleships. But as Lord Charles has expressly said that special and additional provision must be made to meet the four Austrian Dreadnoughts when they are begun, the difference is less than it appears on paper, though I personally hold very strongly that in no circumstances must the nation flinch from constructing battleships in ample number, and though I entirely decline to follow Lord Charles in regarding those who call for the "two-keels-to-one" standard as "wild men." In our position we must be secure at sea, and we should never forget that in effective battleships our strength in the days of Trafalgar was fully two keels to the French one. Yet then we had a narrow escape from invasion.

THE COST OF NAVY. With these reservations, and provided that further battleships are added to the programme, it should meet our requirements. Even without additional battleships the cost of it will be very large indeed. Calculations show that the Navy Estimates will rise as follows from the thirty-five millions which the country is voting in 1909—

1909 (allowing for the four additional Dreadnoughts) ..	£36,550,000
1910 ..	46,130,000
1911 ..	54,180,000
1912 ..	49,310,000
1913 ..	35,550,000

Thus the Navy Estimates will average over forty-four millions per annum during the next five years, or fully ten millions above the average during the past three years. It becomes those who have allowed our shipbuilding programme to be reduced to the German level and our actual expenditure on new ships and guns this year to fall below the German level to rapscall Lord Charles for not demanding more. The country should go for his programme in the first place, only requiring further battleships to be added to it.

A fact which does not seem as yet to be clearly grasped is that battleships without an ample proportion of small cruisers and destroyers do not make a fleet, any more than artillery without infantry and cavalry makes an army. It is vital that our admirals should be well supplied with smaller craft. Those who have been fortunate enough to see the incomparable fleet now lying in the Thames cannot but have felt uneasiness at the reflection that the German Navy is at the present moment stronger in completed destroyers at for North Sea service than ourselves, and as strong in small fast cruisers of the modern type. This is a very disquieting state of affairs, and its effect would be felt in the first hours of any war. It is to remove this weakness that Lord Charles has called for a large programme of small craft.

PROGRAMMES OF THE FUTURE. Another and not less important fact is that it is essential if we are to hold our own against Germany, to draw up and carry out a large programme spread over a term of years. The day of annual programmes has gone. The nation which builds consistently on a large scale and which lays its plans long beforehand must in the end prevail over the nation which lives from hand to mouth.

With a fixed programme shipbuilders know what they will be asked to do and can adapt their plant to meet the demands that will be made upon it. Construction can be carried out more cheaply than when one year's destroyers are ordered (as in 1906), and in another sixteen (as in 1908), or then when one year two battleships are laid down (as in 1908), and the next year eight are taken in hand (as in 1909). We cannot afford to handicap ourselves by such unbusiness-like proceedings in view of the enormous calls which the Navy is certain to make upon our national finances. And it is sheer cruelty one year to leave thousands of shipwrights and engineers without employment, and the next to call upon every man to work overtime. It was for these reasons that the German Admiralty decided to draw up an extensive programme, and the arguments apply as strongly to Britain as to Germany.

The charge that Lord Charles is "under-bidding" the Admiralty, and is prepared to take less than the present Sea Lords, is preposterous. We can only judge men by their past. In the past Lord Charles has repeatedly led the advocates of a strong Navy to victory over the Treasury. In 1888 he called for the expenditure of twenty millions upon an extensive programme, and the fruit of his agitation was the Naval Defence Act of 1889. Again, in 1893 and in 1898 he called for more battleships, and his appeal was granted. Thus his record cannot be challenged. His deeds speak for him beyond dispute.

A WARNING FROM FRANCE. In the case of the present Admiralty the intentions may be good, but the performance is not inspiring. In the four years 1905-9 the number of armoured ships laid down by it was only thirteen to the German thirteen, and the number of small cruisers and sea-going destroyers laid down was less than the German total. Moreover, while Germany has been constructing immense docks for her new ships the British Admiralty has done nothing. The consequence is that Germany has been permitted to draw dangerously close to our Navy, and now, in a period of grave financial embarrassment, everything has to be provided by us at once. We have encouraged our com-

petitor to continue the rivalry and to aggravate it in every possible way, when, if we had only shown our determination to remain ahead at whatever cost, it is at least possible that the German Government would have abandoned its ambitious plans.

Finally, I would point out that Lord Charles Beresford is one of the few Sea Lords who have resigned office in the discharge of duty with an entire disregard of self; and that he has been removed from the command of the Channel Fleet (now renamed the Home Fleet) because he pressed constantly for certain all-important reforms, which have now been carried out. The fall of the French Ministry, as the result of its weak naval policy, is a warning to our present rulers. If they are wise they will listen to Lord Charles' voice, only making security doubly secure by adding further battleships. And if the Admiralty means business it should welcome Lord Charles' programme. He at least has had the courage to demand an enormous outlay on the fleet, and to demand it at once. There is no time for hesitation and delay. We must lay down ships here and now, or prepare to forfeit the magnificent heritage which past generations won for us by their sacrifices, and sink to insecurity and ignominy such as overtook Holland and Venice when they lost the command of the sea.

## MILITANT SUFFRAGISTS SUBDUED BY NURSES.

THE ONLY WAY.

The problem of suffragist obstruction was solved at the Church House, Westminster, last month, when Mr. Haldane addressed the International Congress of Nurses. And the solution was so simple. Women threw the interruptors out and the suffragists lost one of their chief weapons—that they had been defeated by the brute strength of the other sex.

Unarmed and unarmed, the nurses tackled and successfully repulsed an invading army of eighteen militant suffragists, and not even a hairpin went astray in the engagement. A London paper describes the proceeding as follows:—

War was declared punctually at five minutes past two, when Mr. Haldane rose and smiled benignly on the rows of upturned faces of the nurses, with their halos of trim bonnets. Suddenly from the midst of demure headgear an alarming erection of straw and chiffon crowned with ostrich feathers reared itself.

"Mr. Haldane," shrieked invading suffragist No. 1, "why do you come here and—"

Hundreds of rubber heels beat an energetic protest on the floor, and a chorus of hisses drowned the militant sentiments. Half a dozen quiet women in blue cloaks and bonnets gathered round the waving ostrich feathers. One grasped an arm, another laid a commanding hand on the invader's shoulder. One led the way, another added a little—a very little—gentle persuasion at the back, and the order "Quick march!" was given. The militant one went like a lamb.

Miss Iola Stewart, matron of St. Bartholomew's Hospital, who was in the chair, rose and begged that the meeting might be allowed to proceed. "Who will say after this manifestation of efficiency?" Mr. Haldane began.

"How dare you come here?" piped an indignant voice in the corner as invader No. 2 struggled to her feet and waved her parasol. Miss Stewart held up her hand. "Nurse," she called, and a small, blue-cloaked, blue-bonneted woman came up the centre of the hall.

WHY A MAN? "Will the gallant band of women take that lady out, and will you go and fetch a constable?" said Miss Stewart.

The little nurse looked up regretfully at the platform, but to disobey a matron was mutiny. "You wish for a constable?" she asked regretfully. "We are quite able to manage them alone."

"I agree—at the risk of disagreeing with the chairman—that there is not the least need for a constable," Mr. Haldane remarked pleasantly. And the little nurse trotted away in glee. "Owing to the natural timidity of my sex," began Mr. Haldane again.

A gurgle from the far corner of the hall announced the peaceful departure of invader No. 3. "We shall presently be able to get on with great swiftness."

"Mr. Haldane, we want to know—" Invader No. 4 was gently grabbed by the blue-cloaked defenders. No. 5, who was marched out singing her challenge, following soon after.

The blue-cloaked band were systematic in their methods. They had trained in a school which has occasionally to deal with obstreperous patients, and their training stood them in good stead. Mr. Haldane beamed encouragement. "I do not think the members of the Press and myself, who are accustomed to these little scenes, have ever seen the removals more neatly dealt with," he observed.

Invading suffragists Nos. 6 and 7 belloyed their defiance. "What do we learn from New Zealand?" screamed a gallery interrupter.

A small band of brown-cloaked nurses gathered round, and No. 6 vanished. "How dare you sit in the same Cabinet with Gladstone and call yourself the friend of women?" demanded No. 7.

INTERNATIONAL FORCE. A couple of German and French nurses stepped forward to join in the fray and turn out the invaders. By the time the tenth militant one had been removed it was 2.25. Invader No. 12 was ejected at 2.30 and for a time peace was restored.

"It is true in war, as much as in peace, that the work of women is most important to us," Mr. Haldane said.

"Why should women help men? You won't give the vote," howled suffragist No. 13. Mr. Haldane's benign smile vanished as if by magic.

"In war it is not the case of helping men but your country," he corrected sternly, "and the women are helping not only their broad-shouldered but their children and themselves."

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